Facility Planning-Transportation -- No. 509337

Category Agency Planning Area Relocation Impact **Transportation**

Public Works & Transportation

Countywide None.

Date Last Modified Previous PDF Page Number Required Adequate Public Facility May 21, 2003 11-78 (03 App)

·	EXPENDITURE SCHEDULE (\$000

Cost Element	Total	Thru FY02	Remain FY02	Total 6 Years	FY03	FY04	FY05	FY06	FY07	FY08	Beyond 6 Years
Planning, Design											
and Supervision	29,251	11,774	2,225	15,252	2,139	4,759	4,445	2,540	687	682	0
Land	98	98	0	0	0	0	0	0	0	0	0
Site Improvements											
and Utilities	75	75	0	0	0	0	0	0	0	0	0
Construction	45	45	0	0	0	0	0	0	0	0	0
Other	23	23	0	0	0	0	0	0	0	0	0
Total	29,492	12,015	2,225	15,252	2,139	4,759	4,445	2,540	687	682	•
				FUNDIN	G SCHED	ULE (\$000)				
Current Rev GO Montgomery	0	0	0	0	0	0	0	0	0	0	0
			1	1		ı			1		

Current Rev GO Montgomery	0	0	0	0	0	0	0	0	0	0	0
Current Revenue:									450	450	
General	24,277	11,182	1,092	12,003	1,630	4,018	3,795	2,260	150	150	0
Impact Tax	264	184	80	0	0	0	0	0	0	0	0
Mass Transit Fund	4,091	546	296	3,249	509	741	650	280	537	532	0
Intergovernmental	785	28	757	0	0	0	0	0	0	0	0
State Aid	75	75	0	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

This project provides funds for planning and preliminary engineering design for new and reconstructed highway projects and new mass transit projects under consideration for possible inclusion in the CIP. Facility planning serves as a transition stage for a project between the master plan or conceptual stage and its inclusion as a stand-alone project in the CIP. Prior to the establishment of a CIP stand-alone project, the Department of Public Works and Transportation (DPWT) will perform Phase I of Facility Planning, a rigorous planning level investigation of the following critical project elements: purpose and need; usage forecasts and traffic operational analysis; community, economic, social, environmental, and historic impact analyses; public participation; investigation of non-County sources of funding; and conceptual level cost estimates. At the end of Phase I, DPWT determines if the project has the merits to advance to Phase II of Facility Planning, preliminary (35 percent level of completion) engineering design. In preliminary engineering design, construction plans are developed showing the specific and detailed features of the project, from which its impacts and costs can be accurately assessed. At the completion of preliminary engineering design, the County Executive and County Council hold project-specific public hearings and then determine if the candidate project has the merits to advance into the CIP as a fullyfunded, stand-alone project. For a full description of the facility-planning process, see the CIP Planning Section.

Service Area

Countywide.

Capacity

To be determined on a project-by-project basis.

JUSTIFICATION

There is a continuing need to define the scope and determine need, benefits, implementation feasibility, horizontal and vertical alignments, typical sections, impacts, community support/opposition, preliminary costs, and alternatives for master planned transportation recommendations. Facility Planning provides decision makers with reliable information to determine if a master-planned transportation recommendation merits inclusion into the CIPas a fully-funded, stand-alone project.

General Plan; Master Plans; and Master Plan of Highways; and M-NCPPC Transportation Policy Report.

Specific Data

This project provides funding for the planning and preliminary project engineering for road and mass transit projects.

Cost Change

Increase do to the addition of new and acceleration of previously approved studies identified as future Go Montgomery! projects; partially offset by a minor expenditure and appropriation reduction in FY04 to reflect production schedule of West Deer Park Bridge and Montrose Parkway East studies.

STATUS

Studies Underway or to be completed in FY03-04: ROADS

Burtonsville Local Access Road

Fairland Road

Father Hurley Boulevard (Wisteria Drive to MD 118)

Nebel Street Extended APPROPRIATION AN	1D		1
EXPENDITURE DATA	Δ.		1
Date First Appropriation	FY93	(\$000)	1
Initial Cost Estimate		3,150	1
First Cost Estimate			1
Current Scope	FY04	29,492	1
Last FY's Cost Estimate		25,702	1
Present Cost Estimate		29,492	1
			١
Appropriation Request	FY04	6,788	l
Supplemental			h
Appropriation Request	FY03	0	l
Transfer		0	L
			1
Cumulative Appropriation		16,782	١
Expenditures/			
Encumbrances		14,216	
Unencumbered Balance		2,566	1
			١.
Partial Closeout Thru	FY01	0	ľ
New Partial Closeout	FY02	0	1
Total Partial Closeout		0	

COORDINATION All project planning is done in close coordination with the:

County Council M-NCPPC

Maryland State Highway Administration Maryland Department of the Environment

Maryland Department of Natural Resources U.S. Army Corps of Engineers

Department of Permitting Services

Utilities

Municipalities

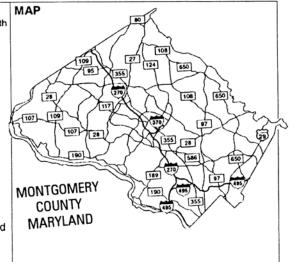
Affected communities Commission on Aging

Commission on People with Disabilities

Montgomery County Pedestrian Safety Advisory

Committee

The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protectiion, and Planning Act.



Quince Orchard Road Randolph Road Widening Phase I (Parklawn Drive to Viers Mill Road) Shady Grove Noise Mitigation Greentree Road - sidewalk and stormdrain Goshen Road South - Phase I (City of Gaithersburg to Warfield Rd.) MacArthur Boulevard - bikepath Montrose Parkway East Ripley District Improvements West Deer Park Drive Bridge Woodglen Drive

Studies Related to Go Montgomery!

Chapman Avenue (Randolph Road to Marinelli Road) - Acceleration

Goshen Road South - Phase II (City of Gaithersburg to Warfield Rd.) - Acceleration

Midcounty Highway (M-83) - Phase I (Montgomery Village Avenue to MD 27) - Acceleration

Randolph Road Widening - Phase II (Parklawn Drive to Viers Mill Road) - Acceleration

Thompson Road - Acceleration Redland Road North (sidewalk)

Longdraft Road Widening (Quince Orchard Road to Clopper Road) - New

Middlebrook Road Widening Phase I (.1 mile east of MD 355 to Midcounty Highway) - New

Silver Spring CBD Traffic Improvements - New

Metropolitan Branch Trail (from Silver Spring to Takoma Park)

Kensington MARC Station - New

Veirs Mill Road Bus Rapid Transit - New

Stringtown Road East (Sec. II) 400 feet east of MD 355 to A-305

Studies Underway in FY03-04: MASS TRANSIT White Oak Transit Center Phase II Clarksburg Transit Center Randolph Road Bus Enhancements Phase II Shady Grove/Clarksburg Transitway Station Development Takoma/Langley Transit Center

Other Candidate Projects: MASS TRANSIT Norbeck Road Park and Ride Lot Norbeck Road Bus Enhancements Olney Transit Center

Four Corners Transit Center

Bus operational enhancements at intersections OTHER

Elements of project study will include the investigation of State, Federal, and/or private funding assistance. As part of the Midcounty Highway study, one option to be evaluated is a 4-lane parkway with a narrow median, a 40 mph design speed, a prohibition on heavy trucks, 11-foot-wide travel lanes, and other parkway features. *Expenditures will continue indefinitely.

FISCAL NOTE

Starting in FY01, Mass Transit Funds are used to fund planning and preliminary engineering design for candidate projects related to mass transit facilities. Impact tax will continue to be applied to qualifying projects within the County's impact tax districts.